



## GARDEN ROUTE MOTOR CLUB

### JUNE 2016 NEWSLETTER



## 2016 National Austin Healey Tour

### Convenors:

Peter Pretorius – [peterp@afrihost.co.za](mailto:peterp@afrihost.co.za) – 044 5335114 / 0823214724

Trevor Cooper (MG CLUB – [trevcooper@gmail.com](mailto:trevcooper@gmail.com) – 044 3823322 / 0825766104

### FOR YOUR INFO.....

- Regular Breakfast Runs are held on the last Sunday of each month
- Meeting places – KNYSNA – The Quays at the Waterfront at the end of Grey Street
- SEDGEFIELD – Engen 1 Stop
- 

### CALENDAR OF EVENTS FOR 2016

Date	Host Club	Event	Quays Start	Convenor
<b>July 2016</b>				
17 <sup>th</sup>	GRMC	Storms River Passes – Lunch at Tsitsikamma	09h30	PP
31 <sup>st</sup>	MG	Breakfast Run – Zucchini Rest	09h00	TC

<b>August 2016</b>				
14 <sup>th</sup>	GRMC	Braai – Plett Angling Club	10h00	PP
28 <sup>th</sup>	MG	Breakfast Run – Sao Concalo's	09h00	TC
<b>September 2016</b>				
11 <sup>th</sup>	GRMC	AGM	GRMC members only	
24 <sup>th</sup>	MG	National Model Planes – Oudtshoorn		TC
25 <sup>th</sup>	MG	Breakfast Run – Zucchini Rest		TC
<b>October 2016</b>				
11-13 <sup>th</sup>	GRMC	Technical Tour to PE		PP
30 <sup>th</sup>	MG	Breakfast Run – Sao Concalo's	09h00	TC
<b>November 2016</b>				
26 <sup>th</sup>	GRMC	Xmas lunch	TBA	PP
27 <sup>th</sup>	MG	Breakfast Run – Zucchini Rest	09h00	TC
<b>December 2016</b>				
Friday 2 <sup>nd</sup>	MG	Prawn Braai	MG members only	
Friday 9 <sup>th</sup>	MG	Street Braai – Bodge Eng/NF/BB		

## CHAIRMAN'S CHIRP.

Well here we are already at the end of June and we have experienced an incredibly mild winter thus far. There has been no excuse for getting extra use of our classic cars with the tops down !!. We have now passed the Solstice and the days will once again be getting longer. However we no doubt will still be in for a few shocks as the cold fronts pass our shores. The year continues to be very busy with car related activities and we have only now wrapped up all the detail related to the 2016 Knysna motor show . Having said that, planning has already started for the 2017 motor show. I am pleased to say that the local charities have substantially benefited from this year's Knysna motor show, in spite of increased costs and GRMC keeping back a substantial amount as a reserve for the 2017 Knysna motor show. Please see below.

### **CHARITIES BENEFIT FROM HUGELY SUCCESSFUL KNYSNA MOTOR SHOW IN 2016.**

The Knysna motor show held on May 1 ,2016 and staged by the Garden Route Motor Club , was not only a huge success and enjoyed by all the petrolheads and the public , but also resulted in a record amount of money donated to charity. The Knysna motor show is now recognised as one of the best motor shows staged in South Africa and continues to grow exponentially.

While costs to stage the motor show has increased dramatically , the support that has been received from participants , sponsors and the public , has enabled the Garden Route Motor Club to maintain its commitment to support local charities . In total R60,000 has been donated to Hospice , Knysna Animal Welfare , E-Pap ( children feeding scheme ) , FAMSA , Change for Change , Epilepsy and BADISA ( Family Care Services )



**Backrow** - Melanie vd Westhuizen (FAMSA ) , Laura van Blerk & Kim Joubert ( Hospice ) , Mike & Judy Morrey ( Change for Change ) , Duncan Miller ( GRMC ) .**ront Row** – Marlisa Basson ( E-Pap ) , Patience Maguga & Desi Botha (BADISA –Family Care Services ) Chris van Rooyen ( Epilepsy ) , Peter Pretorius ( Chairman – GRMC ) .

## **AUSTIN HEALEY NATIONAL TOUR.**

The National Austin Healey tour comes around every two years and was organised this year by the KZN Healey Club. The event took place from June 5 – 10 and took us all the way to the Natal Midlands. GRMC was well represented with Lionel & Rose , Bruce & Diane , Cyril & Gill Maree , Ricky & Leish Horak , Wally & Wendy , Clive and Charlotte ( the sweep vehicle with Ricky's Cooper Healey on the trailer to be used by Clive once the destination was reached ) and myself . Brian Bruce & Gwen also participated , but came from JHB. With the distance to be travelled to KZN , Lionel took charge to organise the pre- tour with a two night stop over -- Colesberg and then Bethlehem before reaching our destination . The return trip saw us overnight at Bloemfontein and then Graaf-Reinett before home. As usual Lionel arranged everything to the last detail and what a pleasure to travel this way!!! . On our way to our destination we met up with the Cape Town Austin Healey group in Colesberg and the JHB group in Bethlehem . It was great to meet up with old acquaintances and enjoying ourselves till late in the evening.



Unfortunately Wally Mears fell ill when we arrived in Colesberg and regrettably he and Wendy could not continue. Wally was taken to the Colesberg hospital and subsequently transferred to the George hospital. It appears that he contracted some form of virus, but we are glad to report that he is all well again and back at home .

The route took us through the quaint town of Clarence , through the Golden Gate via Howick to our final destination , the Calderwood Hotel . In total we were now 28 Austin Healeys which also included a couple of Sprite's . We explored the area up to Underberg , which also included a visit to a great selection of classic sports cars . On the second day we departed and followed the route via Howick and along the Midland Meander to Mooi River . A great drive with beautiful scenery , good food and beer. A surprise for me was a visit to Treverton College ( a private school ) located outside Mooi River. My grandson ( Joshua ) happens to be at this school and he and his friends were extremely excited to see the group of Austin Healey's.



The route then took us via Escort, Winterton, Bergville on to our final destination , Alpine Heath resort located in the Northern Drakensberg. For the next two days we relaxed and explored the surrounding areas at our own pace . While the evenings were chilly the days were sunny and warm . It appears that we just left the area in time as two days later it was covered in snow. !!!

Mechanically the cars all went well with only Ricky having a problem with the separation of the tread on a tire and a broken shock mounting. A great time was had by all and the 2018 nationals will be organised by the Gauteng Austin Healey group.

### **HOUSEKEEPING ITEMS**

- We have several interesting events coming up during the second half of the year , July 17 – Memorial run through the two passes to Tsitsikamma , August 14 – Bring & braai at the Plett Angling Club , Sept 11 – GRMC AGM , Oct. 11-13 – Technical tour to PE . Please note these dates in your Diary and we look forward to your support. Also please don't forget the last Sunday of the month MG breakfast outings !!
- At the end of June it was the financial year end of GRMC. The committee has approved the subscription amount of R200 for the coming financial year. Please ensure that your subscription is renewed by the end of July. A further notice will follow on this subject.
- It is with regret that I have to advise that Alistair Gibb as resigned from the GRMC committee . Alistair has served on the committee for the past 5 years and we sincerely thank him for his services over this period. During this period much has been achieved in advancing GRMC and Alistair's contributions has been part of the successes . We say thank you to him for being part of this committee for this extended period.

Peter.



# Birthdays

## **BEST WISHES TO THE FOLLOWING WHO CELEBRATE THEIR BIRTHDAY DURING JULY.**

Bob Allan 2<sup>nd</sup>  
Dee Hollis 9<sup>th</sup>  
Brigette Steward 15<sup>th</sup>  
Sandra Bird 17<sup>th</sup>  
Peter Hollis 21<sup>st</sup>  
Brian Dowding 31<sup>st</sup>.

Derek Milton 2<sup>nd</sup>  
Tom Esterhuizen 14<sup>th</sup>  
Tim Le Feuvre 15<sup>th</sup>  
Jasmin Frohlich 19<sup>th</sup>  
Ilse Kruger 23<sup>rd</sup>

Jenny Parfett 4<sup>th</sup>  
Pam Stuart 14<sup>th</sup>  
Willie Rossouw 15<sup>th</sup>  
Murray Douglas 20<sup>th</sup>  
Heinz Koncki 27<sup>th</sup>



The **Goodwood Revival** is a three-day festival held each September at [Goodwood Circuit](#) since 1998 for the types of [road racing](#) cars and motorcycle that would have competed during the circuit's original period—1948–1966. The first Revival took place 50 years since the 9th Duke and Duchess of Richmond and Gordon opened the motor racing track in 1948 driving around the circuit in a Bristol 400, then Britain's state-of-the-art sporting saloon. Most people dress in period clothes. It is one of the world's most popular motor race meetings and the only [UK](#) event which recreates the golden era of motor sport from the 1950s and 1960s.



There was some opposition to the re-introduction of racing at the circuit, but a numerically strong lobby in the form of the Goodwood Supporters Association helped to lead eventually to approval.

The festival acts as a showcase for exceptional wheel-to-wheel racing around a classic circuit, untouched by the modern world and relives the glory days of [Goodwood Circuit](#), which ranked alongside [Silverstone](#) as Britain's leading racing venue throughout its active years. Between 1948 and 1966 Goodwood hosted contemporary racing of all kinds, including [Formula One](#), the famous Goodwood Nine Hours race and the celebrated Tourist Trophy sports car race.



Ferrari paddock – 2004

The festival includes Grand Prix cars from the Fifties and Sixties, sports and GT cars, as well as historic saloon cars and little-seen Formula Juniors. Many of these important historic racing cars are driven by famous names from motor sport past and present. Famous drivers who have taken part include: [Sir Stirling Moss](#), [John Surtees](#), [Sir Jack Brabham](#), [Phil Hill](#), [Derek Bell](#), [David Coulthard](#), [Damon Hill](#), [Gerhard Berger](#), [Martin Brundle](#), [Bobby Rahal](#), [Johnny Herbert](#), [Wayne Gardner](#), [Giacomo Agostini](#), [Jean Alesi](#), [Barry Sheene](#) and [Peter Brock](#), as well as celebrities such as [Chris Rea](#), and [Rowan Atkinson](#) (as [Mr. Bean](#)) in 2009



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The restored circuit is unchanged from its heyday and many visitors wear appropriate period clothing and no modern vehicles are allowed within the circuit perimeter throughout the weekend. (Except modern race fire and rescue vehicles.) There are also theatrical sets that bring the past back to life including many historical aircraft.



This year's event is on the 9 - 11<sup>th</sup> September. If you haven't been to Goodwood Revival yet, do yourself a favour and go...it's the most fun you will have over three days. Best to book early if you need accommodation....





# Sandton's Forgotten Race Track

(copied from The Heritage Portal)

*It is hard to imagine that there was once a Grand Prix Race Track in Kelvin, Sandton. The article below, compiled by Ted Steyn, uncovers some remarkable local racing history. The piece appeared in the 1992 annual magazine of the Sandton Historical Association.*

Until 1936 all the area now known as 'Kelvin' was farmland and it included the farms of Lombardy and Bergvalei (or Bergvlei). In 1936 the South African Motor Racing Company was formed by enthusiasts who wanted a race track near Johannesburg in order to promote their sporting activities.

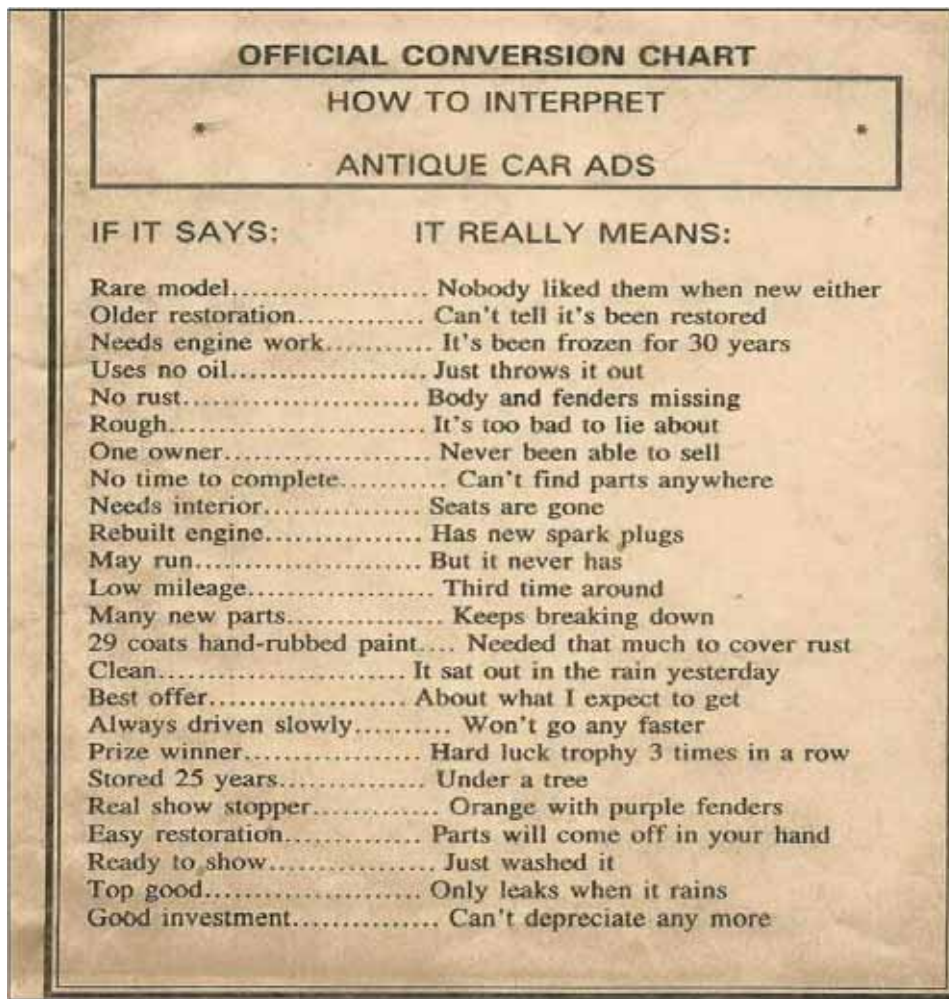
The Kelvin area was chosen for this purpose and, at the substantial cost of £32 000, a 2.5 mile race track was built on a 195ha site, which had its centre at the present junction of Sunnyway and Fairway. The land was bought for £13,244.22 from Michele Angelo Zoccola and comprised portions of the farms Lombardy and Bergvlei. The racing track development was financed by Sir Ernest Oppenheimer, F.A. Unger and others, and was named the 'Lord Howe Circuit' commemorating the racing driver son of the Earl of Athlone who had been Governor-General of South Africa between 1923 and 1931.



In only four-and-a-half months the track was completed and the first Grand Prix was raced on 30 January 1937. There were twenty entries including Lord Howe who came eighth in the race, which was watched by 40 000 spectators. Later that year, the circuit had been altered and the more dangerous curves straightened out and the second Grand Prix was held on 16 December. A newspaper report of the time states that 'all entries [are] capable of 100 m.p.h.' and that the South African drivers would mount excellent resistance to the overseas challenge!

On this occasion 65 000 people attended, but despite the enormous interest, the lack of road access spelt doom to the continuing existence of the race track. It took more than six hours for people to return to their homes in Johannesburg after the race and faced with the fact that further annual Grand Prix events were unlikely to attract spectators, the shareholders of the track began steps to liquidate their company. My father, Raymond Steyn, was the liquidator, and so our family's long association with Kelvin began and it continues to this day and is now into the fourth generation.

On deciding to liquidate, it was considered that the best method of realising the assets of the company would be to convert the land into a residential township, with properties of about 2ha which could be used as weekend retreats for people from Johannesburg with horse riding and country interests. The three farm portions which comprised the race track were consolidated into a farm called 'Kelvin Grove', a name which my father favoured because vineyards in the area gave the district a Cape flavour and because he had great affection for the Kelvin Grove Club in Cape Town. This name was, however, rejected by the Post Office fearing confusion with Orange Grove which was fairly close by, and so 'Kelvin' it became.



### **SAVVA Technical Tip 109 – Cold starting**

Some five years ago we discussed the advantage/disadvantage of converting from 6 to 12 volts. As we are heading for cold weather and possible hard starting here is an extraction from that article.

If the old engine doesn't turn over in a nice friendly fashion start checking items like timing, wiring, compression etc – mainly wiring. A simple check is to connect a voltmeter to the starter motor terminal and see what voltage it cranks at. Another test is to crank the engine and check the voltage at the coil. A year or two ago a club member purchased a 1938 eight cylinder Packard that throughout its entire life had a reputation of being a bad starter – especially in the winter. The new owner, quite rightly, refused to accept the fact that Packard ever produced a car that had starting problems. After a preliminary investigation of battery condition, earthing, wire size etc. a simple check showed that the voltage at the coil was only 4.0 volts. The problem turned out to be a serious volt drop in the wiring circuit due mainly to a faulty ignition switch and a fuse holder of dubious quality. When a temporary piece of wire was connected directly from the battery to the coil - it started first turn. A replacement ignition switch and fuse holder ended years of suffering.

Bad connections are not only the prerogative of older cars, recently, a more modern 12volt sports car cranked over freely but took a long time to fire up. Everything appeared to be in excellent condition but it was found the voltage dropped from 12 to 9 volts at the coil. Only by an examination of the wiring was the

problem finely identified – the bolt holding the earth strap from the battery to the chassis had rusted badly causing a very poor connection. In this case the problem was difficult to locate as the connection was under the back seat in the most inaccessible position imaginable. A new earth strap was fitted and the problem was solved.

Incidentally, always check the thickness of the battery cables on six volt systems. So often they have been replaced with modern ones from local spares shops and these are designed for 12 volt systems. Using these thinner 12 volt cables the 6 volt starter will turn over, but not happily. If thicker cables are difficult to find use welding cables, or, in an emergency double up the thinner ones.

So there you have it, before changing over to 12 volts, check a few points first, otherwise you may simply make a 6 volt problem a 12 volt problem.



This is a good quality welding cable – highly recommended for battery cables. It consists of numerous strands of wire so it can wriggle and giggle without breaking.

Our Website address is

[www.grmc.co.za](http://www.grmc.co.za)

To get on to our Facebook page Google Facebook and go to “gardenroutemc

### **CONTACTS**

Peter Pretorius	Chairman/Knysna Motor Show Organiser	082 321 4724	peterp@afrihost.co.za
Duncan Miller	Treasurer	082 557 1930	dunclare@telkomsa.net
Alistair Gibb	Motor Show/Hillclimb liaison	083 376 1066	gibbae@mweb.co.za
Sheridan Renfield	Dating Officer	044 343 2047	<a href="mailto:sedgears@gmail.com">sedgears@gmail.com</a>
Ann Griffiths	Membership database /SAVVA membership	079 716 3132	anngriffiths@iafrica.com
Cedric Parker	Secretary/SAVVA liaison/Motor Show	082 907 2799	aparker@iafrica.com
Sylvia Harvey	Newsletter/Member Communications	082 958 2498	sylvia.vintagerose@gmail.com

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**CONTACT DETAILS:**

Glenn Broadhurst, Yolandé Vermeulen  
Telephone: 087 736 2222 □ Fax: (011) 699 0783  
Email: [YVermeulen@fnb.co.za](mailto:YVermeulen@fnb.co.za)  
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